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CENTER

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MONTANA'S HIGHWAYS

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Published bi-monthly for the employees of
the Montana Highway Commission, state-wide

December, 1970

Holiday Greetings



FORREST H. ANDERSON
GOVERNOR

State of Montana
Office of The Governor
Helena 59601

Christmas 1970

During this Christmas season of 1970, I want to express my appreciation to the State Highway employees for their efforts during the past year to make our state a better place in which to live.

Christmas is a season of peace and joy. It is a day for children and a time for families and friends to gather.

It is also a time to appreciate the beauty of this land and the strength and goodness of its people.

We are fortunate to live in Montana. And if we are successful in our efforts to preserve the land and provide opportunities for people, future generations will experience the beauty of Montana. This is the greatest Christmas gift we can give.

Mrs. Anderson joins with me in wishing all Montanans a Merry Christmas and a Happy New Year.

FORREST H. ANDERSON
Governor

Forrest H. Anderson



Ulm - Gore Hill Interstate opened

On a chilly Wednesday morning, November 18th, the Ulm-Gore Hill section of Interstate 15 was opened for public use. In a ceremony sparked by the interest of the Great Falls Chamber of Commerce, with C. R. "Bob" Hanson as emcee, key engineers of the Great Falls District of the Highway Commission were introduced, including District Engineer, Ben Briseoe (retired); present District Engineer, Jim Sullivan; Division Engineer, construction, Bud McGiffin; Division Maintenance Supervisor, Ray Wiley; as well as Lewis M. Chittim, State Highway Engineer.

Great Falls Mayor, John McLaughlin, making his first public appearance since undergoing surgery, headed a group of Great Falls civic leaders to mark the completion of the \$4 million-plus project. Mayor McLaughlin gave the main address at the ceremony which was set up in superb mechanical detail by Jim Sullivan's crew. The chamber supplied an outstanding contraption for Lewis Chittim to use in cutting the ribbon: an 8-foot pair of plywood shears! They worked perfectly (with the ready aid of a jack-knife somebody thoughtfully supplied).

Labor office to move

The Labor Compliance Office, which was recently placed under the jurisdiction of the Department of Labor and Industry, will move to larger and newer quarters by the first of the year, according to Tony Softich, assistant commissioner of labor.

Also making the move will be the Equal Employment Opportunity office.

The new location will be 1331 Helena Avenue, formerly the Purcell Grocery. The building is being renovated for the new tenants. The Department of Labor and Industry, which is now located across Helena Avenue, will also move to the new location. The Labor Compliance and EEO offices, presently in the stone Wheat House behind the Helena headquarters building, formerly were located in the construction wing of the main building.

Employees affected by the move

include Frank Hayes, Peg Dolan, Bob Kelley, Jim Adams, Carl Colbert, and Vicky Peres.

Time for saving lives

Drivers die for all manner of reasons: carelessness, thoughtlessness, chance-taking, speeding, drunkenness, with a great many "and-so-forths." Few drivers consider the element of time; some die because they did not take the little time needed to fasten their seat belts; others because they had to hurry to get somewhere.

A recent Stanford Research Institute study showed that a bit more time taken in driving would save the following lives in a three-year period:

5 minutes a day would save 15,000 lives

10 minutes more a day would save 24,000 lives

15 minutes more a day would save 30,000 lives

20 minutes more a day would save 35,000 lives

Almost 50 miles Interstate opened for travel on 1 day

Almost 50 miles of new Interstate highway were opened to traffic in late November, according to Lewis M. Chittim, state highway engineer. Sections of new road involved were:

Bearmouth East and West project (I-90)—15.185 miles, Missoula Division.

Rosebud East and West (I-94)—17.253 miles, Miles City Division.

Columbus-Park City project (I-90)—14.152 miles, Billings Division.

The three projects total 46.590 miles.

In addition, the following Interstate mileages have been opened for public use since Labor Day: the Jefferson city section (I-15) 5.397 miles—Cardwell-Three Forks (I-90) 17.408 miles—and Great Falls-Ulm (I-15) 12.440 miles. Thus a total of 81.835 miles of super highway have been thrown open for use since Labor Day.

One PPM—what is it?

Most people do not realize what a part per million really means. Unfortunately, some substances are accumulative which makes matters worse.

Someone recently put together some facts and figures to indicate what one part per million really represents under various conditions:

1 ounce of sand in 3 1/4 tons of cement.

1 inch is 1 ppm of 16 miles.

1 minute in 1.9 years.

1 ounce of dye in 7,530 gallons.

1 square inch in 1/6 acre.

1 pound in 500 tons.

1 cent in \$10,000.

1 ounce of salt in 62,500 pounds of sugar.

Straight and narrow – with CENTER LINE

The ups and down of CENTER LINE have been many and varied. Volume 1 Number 1 came out in January 1938—and it is (by-the-by)—the only issue we don't have in our library. The first editor, nominally, was Bob Fletcher, of roadside historical sign fame. Volume 1 Number 2 listed the editorial staff as follows:

City Editor: William E. Ashton
Telegraph Editor: W. E. Ashton
Sports Commentator: Bill Ashton
Society Editor: Will E. Ashton
Fashion Editor: Willie Ashton
Advice to the Lovelorn:

Wee Willie

Financial Editor: Wm. E. Ashton
Printers "she-devil": Alice (Q-P) Pratt "Donald Duck" Gough; Chief of the Art, Press, and Circulation Departments, (Signed) Bob Fletcher, Editor-in-Chief.

Bill Ashton, then Chief Clerk of the Materials Test Lab, actually worked at the editorial stint, as was indicated by the fancy staff acknowledgement. Bill later became Assistant Materials Engineer, but continued his labor of love with CENTER LINE for a number of years. Dan Gough was Bob Fletcher's secretary.

The early issues were put out in mimeograph form, and were stapled together at the left-hand edge.

In March of 1960, the head area was upgraded in design and color (blue).

For November, 1961, the paper went to a glossy coated stock, and carried through in this dress until June of 1965.

Then there was a break.

CENTER LINE returned for the November-December 1965 issue in magazine style, 7¼x10¼ size; coated stock throughout, with duotone front covers. It continued in this fashion to January-February of 1967. The trend was to go "sleek", with features of the Montana highway scene.

In the meantime, BULLETIN BOARD was issued in January of 1966 as a monthly photo-offset employee newsletter, for state-wide consumption in the highway plant. It was 7¼x10¼ in size and printed in vari-colored stock. It suddenly grew up to 8½x11 in size—then promptly dropped down to its former dimensions: as perhaps having been too bold too soon. In February of 1967, the new paper formally

adopted the larger format. Ken Martello's "Dependable Dan" made his appearance about that time—later to become known as "Harvey Roads".

Fifteen editions of BULLETIN BOARD were issued when the newsletter was discontinued with the June-July issue of 1968—possibly because it might be confused with a newer internal medium of communication then being tried: actual bulletin boards placed and used in district and division offices, as well as with an attempt to work-out individual district and division newsletters.

As a state-wide paper, however, CENTER LINE was missed. It was brought back into circulation again with the January 1970 edition, on a quarterly basis—8½x11 in format, 3-column, 12 pages, photo-offset. Beginning with this December issue, it will come out regularly every-other month.

The old BULLETIN BOARD has found its way back into family favor by appearing, with the November 1970 issue, as a headquarters—only newsletter, with Martin Mouat, editor.

If interest continues and conditions permit, CENTER LINE will be issued monthly in 1972.

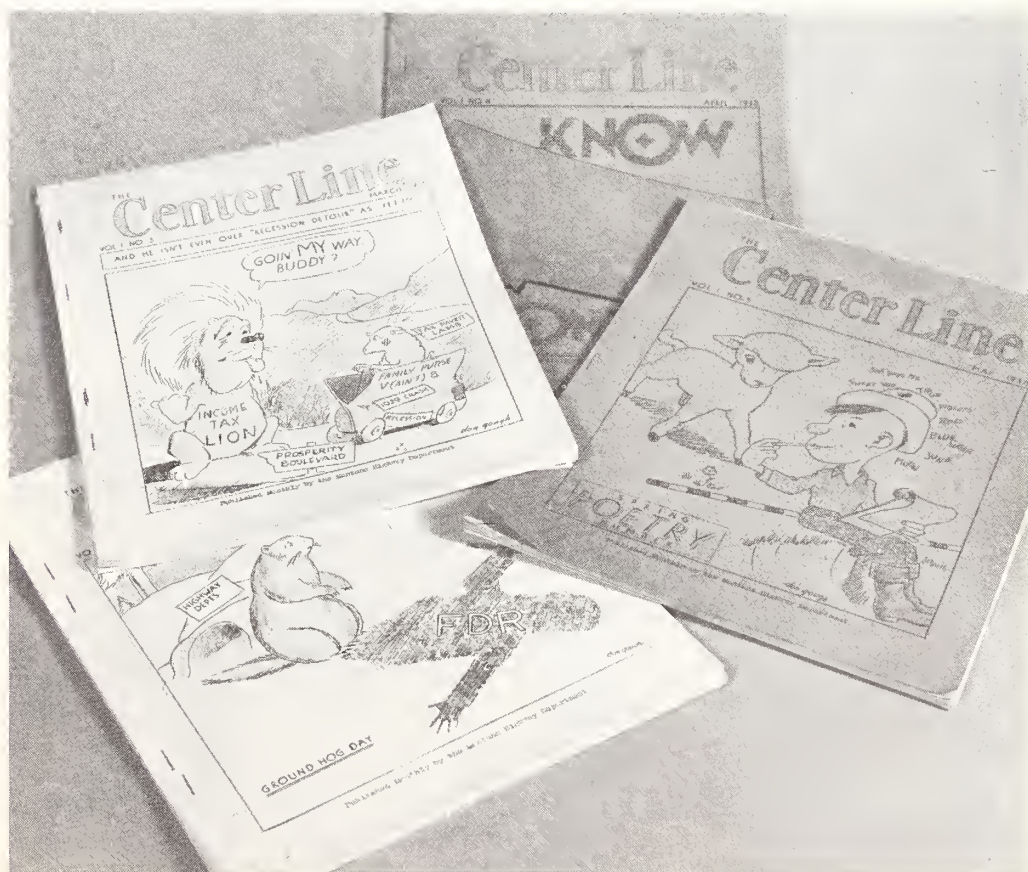
Headquarters people who work on state paper would find the task im-



Bill Ashton, shown here commenting briefly at Ben Briscoe's retirement party, was the first editor of CENTER LINE. Bill kindly donated his entire collection of early editions of CENTER LINE to the Highway Commission library where we now have every issue except Vol. 1 No. 1.

possible if it were not for the splendid help given by the district and division correspondents. It is always thus—probably always will be.

This is what CENTER LINE looked like in 1938 when the magazine first saw the light of day.



Sawyer presents technical paper

James W. Sawyer, director, data processing division, Montana State Highway Commission, presented a paper entitled "Perspective Plotting Via Electronic Computer" at the First Annual Meeting of the AASHO Committee on Computer Technology.

The national conference was held May 27-28 at Albany, New York. It was sponsored by AASHO in cooperation with the U. S. Department of Transportation, Federal Highway Administration and the New York State Department of Transportation.

The objectives of the committee are "to work with electronic research agencies and manufacturers to develop computer aids to improve and to expedite highway department

functions; to develop, improve, and promote the application of computer techniques in highway engineering, management, and fiscal control; to investigate advances in the uses of computers in allied and related fields; and to recommend computer uses and developments that appear to be most satisfactory."

In his paper, Sawyer said, "The basic idea behind the development of perspective roadway views is one of enabling the roadway design engineer to produce a product which is most comfortable to traffic flow and aid him in preventing unsafe driving conditions." He pointed out that, "It is quite evident at this time that given enough perspective views at specific intervals, one could easily fabricate an animation of the finished product before it is constructed."

Representatives from state highway departments, the FHWA, and Kansas State University presented papers and participated in discussions. The papers dealt primarily with subjects of immediate interest to practicing engineers and others responsible for electronic computer functions in the highway departments.

Miss Montana Highways resigns

Sue Holloron, 1970 'Miss Montana Highways,' regretfully resigned her title in November as she prepared for a move to Portland, Oregon.

The lively, brown-eyed Miss from the Missoula office was elected as the first "Miss Montana Highways" in January, 1970 and since that time has contributed to several state-wide publicity stories, including the kick-off of the summer litter campaign, and the dedication of Ronan-North, as well as becoming Montana representative of the Highway 287 Association when that caravan stopped in Helena.

Sue will join her sister in Portland, and anticipates taking training with the airlines as a stewardess.

A new "Miss Montana Highways" will be elected in January.

Tire facts for YOUR safety

The Department of Transportation's National Highway Safety Bureau issued a public advisory last month warning of the safety hazards involved when motorists mix different types of passenger car tires.

"The vast number of new tire construction and sizes available to the American consumer increases the danger of possible intermixing of belted-bias, radial, and bias ply tires on the same vehicle," the Safety Bureau said in its advisory.

"Due to the wide difference in construction of these tires, their performance under similar load, side slip, as well as braking conditions may differ considerably. For these reasons, a vehicle's basic handling characteristics may be seriously affected when tires of different construction are intermixed.

The Bureau stresses the following precautions:

1. When you replace the tires on your car, follow the recommendation of the auto manufacturer in the Owners Manual.

2. New tires should be mounted on the rear for better traction and handling.

3. New tires should have a "break-in" period. Limit speed to 60 miles per hour for the first 50 miles.

4. For the highest degree of safety and to obtain the best handling conditions, fit your car with four tires of the same type. **DO NOT** intermix bias, belted-bias, or radial ply tires.

5. When purchasing deep-tread, winter-type tires (snow treads) for the rear axle of the vehicle, select tires of the same construction (bias, belted-bias, or radial ply) as the tires on the front of the vehicle.

6. NEVER intermix bias, belted-bias, or radial ply tires on the same axle.

7. NEVER intermix radial tires or the new "60 Series" tires with any other tire sizes or types. Use radial or 60 Series tires in complete sets.

8. If it is necessary to intermix dissimilar tires, always mount two tires of the same type on the same axle either on the front or the rear.

CENTER LINE MONTANA STATE HIGHWAY COMMISSION

Forrest H. Anderson
GOVERNOR

Joseph M. Nass
CHAIRMAN
Poplar

John J. Leary
VICE-CHAIRMAN
Kalispell

G. R. Cooney
Butte

William M. Kessner
Black Eagle

H. S. Hanson
Billings

John D. Wheeler
SECRETARY
Helena

Lewis M. Chittim
STATE HIGHWAY ENGINEER

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Division Correspondents

Billings	James Young
Bozeman	Barbara McGuire
Butte	Judy Combo
Glendive	Carole Ritz
Great Falls	Pat Bristol
Havre	Edna Hess
Helena	Bev Gibson
Kalispell	Pat Henderson
Lewistown	Bea Knerr
Miles City	Jean Sweeney
Missoula	Clara Neely
Wolf Point	Ollie Hauge

News items of interest to Highway Department employees are invited. They should be given to the correspondents listed above.

One of the best ways to make your old car run better is to learn the price of the latest model.

Briscoe retirement party held



Ben Briscoe and his wife shown receiving tokens of esteem from employees and friends at Ben's recent retirement party in Great Falls. Over 200 persons attended the affair at the Elk's Club.



Past and present get together. At Ben Briscoe's retirement party October 17th in Great Falls, buddies who beat him to the punch joined in the festivities. Shown here, standing between Briscoe and Lewis Chittim, is Bill Brittain (Glendive) who retired December 29th, 1967. At Chittim's left is Oscar Ostenson (Missoula) who retired December 31, 1969. Briscoe's actual retirement date was September 30th, 1970. Lewis Chittim spoke at Bill's party.

Are Americans the lousiest drivers?

Who says Americans are lousy drivers? Compared to motorists in some other countries, we do pretty well. The U.S. death rate is 52.6 per 100,000 registered vehicles. In merry old England, the rate is 76.3.

In France, the rate is more than double that of the U.S., and in Germany it is 159 per 100,000. In Japan, the death rate is an unbelievable 402.2. Could be the U.S. rate is low thanks in part to safe streets and highways during winter months.

—Minn. Highway Dept.

Williams named division engineer

Dennis A. Williams, chief geologist, has been named division engineer for construction in the Bozeman division, according to Lewis M. Chittim, state highway engineer.

Williams replaces James T. Sullivan, recently appointed district engineer of the Great Falls district which includes the Great Falls and Havre divisions.

Williams graduated from the Montana School of Mines, Butte with a B. S. in geological engineering. He worked six months as a mining engineer for the Anaconda Company, and then began his career with the Montana Highway Commission in 1957.

He worked three years in the training program, five years as soils engineer, and five years as chief geologist.

He is married to the former Val Handley of Clinton, Montana, and they have four children.

Threefold return on road revenues

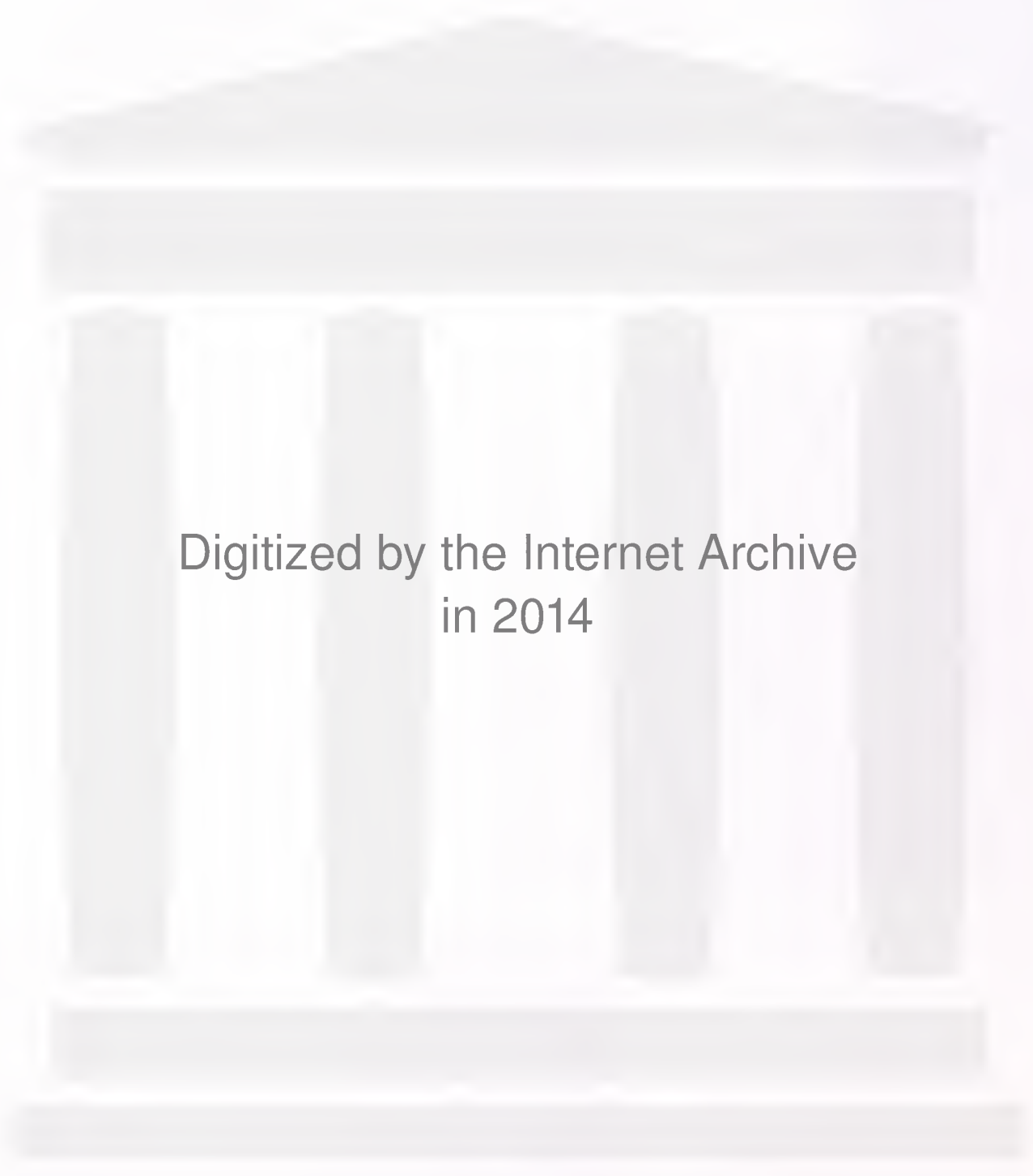
Sixty cents a week buys the average car owner a big share of mobility, convenience and safe driving, according to research conducted by the U. S. Department of Transportation.

The 60 cents, or \$30 a year, is what the average motorist pays in federal highway use taxes, such as the tax on gasoline. The money is deposited in the Highway Trust Fund, from which the government draws its share of the cost of building roads throughout the 50 states.

The research also shows that benefits to the automobile owner should amount to \$100 a year when the 42,500 mile Interstate highway system is completed in 1974.



"Left turn — right turn — steep climb—an' we're on auto-pilot."



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FOURTH RD. AWARDS PRESENTATION



Commission chairman, Bud Nass, presents photographic plaque to Madison K. Miner, A. E. Harcharik and Clarence R. Mackey. The three men also clutch their winners trophies with determined pleasure.



Paul Keller, Helena attorney and former head of the Highway Commission legal department, was keynote speaker at the awards dinner.



Chairman Nass presents the construction traveling trophy to Ben Briscoe (now retired).



Lewis M. Chittim presents one of the contractor awards to Les Sheridan, F & S Construction Company, Butte.

The Great Falls and Billings districts of the Montana Highway Commission were presented with the top awards Tuesday night, October 27, during the department's fourth annual awards banquet.

The Great Falls district took the first-place award for outstanding achievement in new construction and the Billings district was tops in the category for best maintained older road. J. M. Nass, Poplar, commission chairman, presented the awards.

Ben B. Briscoe, Great Falls district engineer (recently retired) accepted the traveling trophy for new construction, awarded for an 11.121 mile section of U. S. 89 known as Riceville-Armington, southeast of Great Falls.

Accepting the traveling trophy for best maintenance was Clarence R. Mackey, Billings district engineer. It was in recognition of maintenance in the Lewistown division on a 7.372 mile section of U. S. 12 between White Sulphur Springs and Checkerboard.

Second place for new construction went to Kalispell division for a 3.542 mile section of Highway 200, Perma-West, known locally as the "Perma Curves."

Third place went to the Billings division for a 7.401 mile section of Interstate 94 between Huntley and Ballantine.

Shown below are John Wright and Jim Keithley receiving their award from Bud Nass.



Here, standing next to Ben Briscoe, are Glen Enderson, Tony Tomich and Bud McGiffin with their individual winners' plaques.



While Bud Nass comments, Stephen Birch shows off his contractor's photo-plaque and Kenneth Hartman (background), Boh Ewing and Chuck Klimper join in the winners' lineup.



Bill Hebert, Ben Miller and Bill Sands took honors for the Perma Curves construction.



Second place in the maintenance category was awarded to Miles City division for maintenance on a 18.5 mile section of U. S. 12 between Forsyth and Roundup. Third place was awarded to Kalispell division for a portion of U. S. 2 from West Glacier to Red Eagle, known as Nyack Flats.

For the first time contractors were recognized for their work on the winning roads in new construction. They were F & S Construction Company, Butte, for the Riceville-Armington road; Crick Company, Spokane, for the Perma-West road, and S. Birch, Inc., Great Falls, for the Huntley-Ballantine road.

Trophies were awarded to other key individuals for their part in constructing or maintaining the winning roads. They were Clinton McGiffin, division engineer, Great Falls; Glen Enderson, resident engineer, Great Falls, and Tony G. Tomich, resident engineer (bridge), Great Falls; Ben C. Miller, district engineer, Missoula; James J. Keithley, division engineer, Kalispell; and John J. Wright, resident engineer, Kalispell; Charles W. Klimper, division engineer, Billings; Robert E. Ewing, resident engineer, Billings, and Kenneth W. Hartman, resident engineer (bridge), Billings; all for new construction.



For maintenance, trophies were received by A. E. Harcharik, division maintenance supervisor, Lewistown; Madison K. Miner, maintenance foreman, Lewistown; and Elmer Bianchi, sectionman, White Sulphur Springs; Dean E. Seiler, division maintenance supervisor, Miles City; Donald L. Kalness, maintenance foreman, Miles City, and June G. Clark, sectionman, Forsyth; Ben C. Miller, district engineer, Missoula; William J. Hebert, division maintenance supervisor, Kalispell; Marshall W. Beatty, maintenance foreman, Kalispell, and William D. Sands, sectionman, West Glacier.

Dean Seiler and Donald Kalness shown with their winners' trophy along with Clarence Mackey's adding his supporting smile.

WITH THE DIVISIONS

Billings

The Billings division Christmas party will be held December 18 in the Shrine auditorium. JOHN NEUDICK, chairman, said the "happy hour" will start at 6:30 p.m., dining will be from 7:30 to 9:00 p.m. Dancing will be provided by JIM BINKERD's the Binkerd Trio. A \$15 per couple fee will provide employees with drinks, dining and dancing all evening. Others on the committee are WALT WARD, GEORGE JOVANOVIH, BILL MANKIN and GEORGE HAIDER.

Promotions: DON KITTELSON to resident engineer 2; C. O. GRANSBERG to resident engineer 2; JOHN NEUDICK to clerk 4; and SHARON GRAHAM to clerk 1.

GERALD APPS and Colleen Brinkema were married August 7. Gerald is with a survey crew and Colleen is the daughter of N. "RED" BRINKEMA, shop foreman.

Mr. and Mrs. LEE ANDERSON have a new baby boy at their home and Mr. and Mrs. JOHN FISHER also have a new baby boy. NED HAMLEY is a "grand-pa." Ned's daughter, Mrs. Sandra Given has a son.

VERN GREY, safety engineer, worked with Bob Lee, United Buckingham Truck Lines, Clarence Crawford, Consolidated Freightways, and Bill Rock, Garrett Freight at a defensive drivers' seminar. Thirty-four Billings area school bus drivers also attended the meeting.

DICK HOBBY's daughter was injured in an automobile accident, but is doing well.

BOB LEE, former assistant state highway safety engineer is now employed with United Buckingham.

Our young people are doing great things—

Bill St. John, son of EDGAR ST. JOHN has made the National Honor Society. Bill attends Billings West high school.

Patricia Meinhardt, daughter of WILLIAM MEINHARDT, r/w department, was featured in an article in the Billings Gazette. Pat works with handicapped youngsters at Eastern Montana College in her spare time. She also has a special Sunday

School class at the Methodist church. Pat is a senior and attends Billings Senior high school.

Douglas Gransberg, son of C. O. GRANSBERG, resident engineer 2, is attending Oregon State University in Corvallis, Oregon. Doug had several scholarship offers while attending Billings West high school; selected a four-year ROTC scholarship at Oregon State.

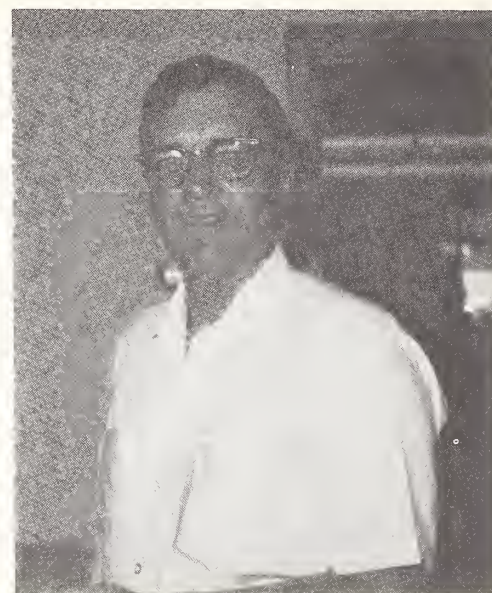


Lona Lee Garding

LONA LEE GARDING is a new employee in Billings division. Lona attended high school at Billings Senior high school where she was interested in forensics, debate and oral interpretation. Lona attended her first year of college at the U of M. She was on the speech team and won a first-place trophy in debate. Her second year of college was at Eastern Montana College. It was here she met her husband, Ed Garding. They were married on September 12, 1970. Lona's hobby is horseback riding and showing. She has a registered quarter horse, and her weekends are taken up working and showing him.

EARL J. BROWN, office manager, Billings, was born in Mobridge, S. D. and attended schools in that state. A veteran of World War II he served for four years in the U. S. Navy. Earl said his ship was in every major battle fought in the Pacific. After the war he worked for the Milwaukee Railroad for 14 years, starting with the highway department, Feb. 1, 1960. He transferred to Billings in 1966 to take over the duties of office manager.

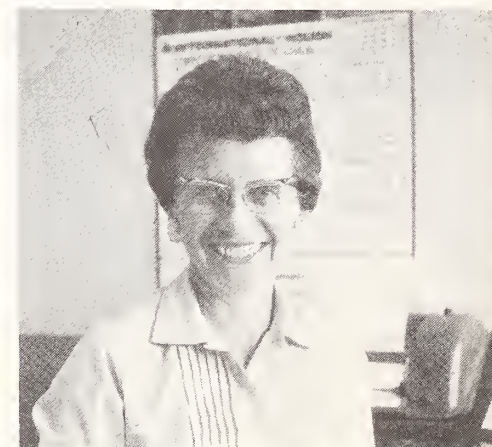
Earl is married and has two children. His wife Kalthleen is employed



Earl J. Brown

by the Bureau of Indian Health Service. Earl is proficient in horse-shoe pitching, table tennis, golf and bowling.

GERTRUDE E. RYKKEN has been with the highway commission since July 16, 1956. She handles communications for the Billings division. Gertrude enjoys gardening and fishing. She was married to Art Rykken on Oct. 30, 1970.



Gertrude E. Rykken

A pre-stressed concrete bridge beam lies along the highway, twisted and broken. It was 101.3 feet long and weighs 86,062.5 pounds, 43 tons, and has 11.5 cubic yards of concrete and almost a mile of steel cable, 5,000 pounds of reinforcing steel. New, the beam would cost about \$2,785.71 (est.), and a contractor would list its price at \$3,200. Now an insurance company will "shell out" about \$5,000 before its over. The tractor and trailer were upset, as was the first boom truck wrecker sent to help out. Very little damage was done to any

WITH THE DIVISIONS

of the equipment and no one was hurt. A second boom wrecker was required to right the upset equipment and several long hours of overtime labor were needed to cut the beam and open the road to traffic.

—Jim Young, Billings

Miles City

KENNETH RAPP, division engineer in the Miles City division reports that things are beginning to return to normal again. Ken says, "This has been the heaviest construction year in the history of the division. At the height of construction, there were 103 people on the payrolls. By the year's end, we will have completed and opened to traffic 17.1 miles of four-lane interstate and 7.7 miles of primary. We feel, at this time, that the No. 1 award for new construction will again be given to the Miles City division in 1971."

At this writing, the two bowling teams in the Monday night league are running number one and two respectively in the balanced ten-team league at the Recreation Lanes. It may be a little early to talk about the tenth annual Bowling Tournament to be held in Lewistown in 1971, but the Miles City division will be well-represented as always.

Christmas Party: The 7th Annual Highway Christmas Party will be held Saturday, December 12 at the Eagle's Club in Miles City. A cocktail hour will be held from 6:30 to 7:30 p.m. with a ham and chicken buffet dinner beginning at 7:30 p.m. Dancing will be to the four-piece band of Jack Parker. In recent years this has been a most enjoyable and successful get-together. Any highway employee who may be in the Miles City area on this date is more than welcome to drop in to join in the fun. Chairman for this year's party is KENNETH RAPP, division engineer, and committeemen are JEROME DYBA, instrumentman and RALPH KAZE, working shop foreman.

BOB SWANSON has been promoted to the position of resident engineer in the Miles City division. Bob began work with the Montana Highway Commission in September of 1956. He was promoted to engi-

neering aide II in April of 1957, to rodman in September of 1958 and to instrumentman in July of 1967. Bob has been assigned to the Forsyth-West Interstate project.

DEAN SEILER, division maintenance supervisor, DON KALNESS, maintenance foreman and JUNE CLARK, sectionman and wives enjoyed a trip to the Highway Awards banquet October 27 in Helena. The division is proudly displaying the second place award for the best maintained road. While in Helena, a very enjoyable tour of the highway complex was made, with KERMIT ANDERSON of the Information Office as tour guide, reports Dean.

Sanders and snowplows are getting an early workout this year in the Miles City division. The Broadus, Boyes and Ashland areas look like it's going to be "one of those" winters.

Scott Dunean Stephenson was born October 23, weighing in at 6 pounds and 14 ounces. The proud parents are STEVE and Dorothy STEPHENSON. Steve is an instrumentman in the Miles City office working with RAY GARLAND and crew. This is their first child.

JAMES CAHILL, lab tech IV is back at work in the Miles City division lab, after having an operation on his hip September 3 in a Billings hospital. Jim returned to work Oc-

tober 13 and worked half days for a short time before going back on full days. He is still on crutches and it probably will be 4 or 5 months before he can discard the crutches, but he seems to be getting along just fine. Wonderful to have you back, Jim!

The KENNETH G. RAPP family enjoyed a little vacation in November in the western end of the state. While there, they attended the Bobcat-Grizzly game in Missoula on Nov. 7.

Maintenance foreman BOB LAMB and wife Rosie just returned from a vacation that took them through several western states. They visited their daughter Naney in Nevada along with many former Miles City residents in the various states.

This picture is the scene in front of RALPH KAZE's home during Halloween. The jack-o-lantern was something else again. It was raised by DON McRAE, division office engineer, in his garden and it weighed 72 pounds and that is a lot of pumpkin. Ralph's young son, Johnny enjoyed his jack-o-lantern very much and it was quite the topic of conversation in the neighborhood because of its size. Ralph is the working shop foreman in the Miles City shop.

—Jean Sweeney, Miles City

There is something wistful about this pumpkin Jack-O-Lantern which, nonetheless, must have seared the

Billy-be-daylights outa lotsa Mile City folks!



WITH THE DIVISIONS

Helena—Hdq.

JACK M. HOGAN, special assignments engineer, recently became a registered professional engineer in Montana.

EDNA MAY JOHNS, lab tech 3, became a grandmother for the eighth time with the arrival of a boy on Nov. 12 to her daughter, Nancy Middlemas, in Missoula. His name is Tyler.

GIL R. ALEXANDER, geologist 1 and his wife, Marilyn recently adopted two boys, Cecil, age 6, and Mike, age 5. They also have a daughter, Merrilee, age 7.

RAY F. JEZICK, office manager, went fishing on the Madison on Veterans Day and before he could put the pole in the water, accidentally slipped and broke a rib. (Maybe the fish saw him coming!)

LEONARD MAHLUM, assistant core drill supervisor recently received his ten year award, and CLARENCE SWANSON, core sampler 4, received his for fifteen years.

Gail Graham, daughter of HELEN GRAHAM, materials, was chosen Sweetheart of the Key Club at Helena senior high school. Miss Graham is a junior and is also a cheer leader.

SHELLEY B. MAHAN, secretary, hydraulics, was married November 10th to Carter N. Picotte in Helena. Shelley's parents, Mr. and Mrs. John Mahan, of Washington, D. C. were present. The groom was in basic training at Fort Ord, Calif., but is now working in Helena, until next fall when he will attend the University of Montana law school.

The plant and equipment section is mourning the loss of FLORENCE ALLEN, who died in her sleep on her 61st birthday, November 9th. Florence, who was "Miss Highway Shop" for 19 years, will be missed for a long time. She was everyone's friend, and always ready for a joke, whether it was an absurd bet, a teasing remark at her own expense, or just an argument to liven things up; she was equally ready with sympathetic understanding and a helping hand for the problems of those about her. A nephew, THOMAS F. ALLEN, is employed in data processing.

EVERETT KEELER, who retired

a few years ago, passed away of a heart attack November 10.

RAY ANDERSON, project control director, has moved into his new home up Colorado Gulch.

JAN MAGNUS has been busy making fruitcakes for the holiday season . . . so far she has made 14.

Sympathies are extended to ROBERT LEE KELLEY, labor compliance office, on the death of his wife, Norma on Nov. 10th.

BUDD WILLIAMS, office engineers, and son Brett went hunting near Hebgen Lake with PAUL ERICKSON, west region, and son Roland. They came back with a bull moose that had a 38" span.

LILLIAN ROBERTS, steno in the utilities section, was hospitalized for surgery. She is home recuperating

Do we have freeways in Montana?

Even "highway" people must sometimes wonder about the profusion of terms relating to different types of roads. Therefore, we have compiled a short dictionary of terms, some of which you will see, are interchangeable:

Expressway—A divided arterial highway for through traffic, with full or partial control of access, generally with grade separation at intersections.

Freeway—An expressway with full control of access.

Belt Highway—An arterial highway for carrying traffic partially or entirely around an urban area or portion thereof.

Toll Road—A highway where users pay a "toll" or tax for the privilege of driving thereon, payable upon entering.

Interstate—A system of controlled-access highways, built to high standards, linking the principal centers of population and industry in the United States, to serve the national defense, and to connect at suitable border points with routes of continental importance in the Dominion of Canada and the Republic of Mexico.

Thus, an Interstate can also be an expressway or a freeway or even a belt highway, but never a toll road. An expressway or a freeway are not necessarily an Interstate.

and we hope to have her back to work soon.

RAYMOND HILT, utility agent, was also hospitalized. He is at work again and concentrating on losing some weight.

NANCY BERGSTROM is a new employee in the R/W division. She is a steno in the utilities section.

SHERILYN STEPHENSON and NANCY MORRIS, both R/W division, returned from a motor trip to Los Angeles. Thoroughly enjoyed themselves in Las Vegas, Disneyland and all other attractions along the way.

FLORA CLARK, R/W, and husband Bob are busy building a new home in Upper Grizzly Gulch. Sounds fabulous.

Three members of the R/W division attended an appraising school held in Missoula, instructed by Richard Hoover, M.A.I. and assisted by W. GLENN TONKIN, review appraiser in our Great Falls district. They were DAN BARTSCH, DON CROMER and RICK NESSAN.

DON CROMER, plans and programs section, shot a 5-point elk near Ovando. Previously he had gotten a 2-point deer with a bow and arrow.

Mark Hilt, son of RAY HILT utility agent, shot a 3-point and a 2-point deer near the Sieben Ranch Co. Two shots and Mark filled his deer permit.

Dale Upshaw, son of GLORIA UP-SHAW, photo, is one of 26 Montanans at the Air Force Academy in Colorado Springs. Dale is a junior, is interested in electrical engineering, and hopes to go to Stanford for a masters degree. He has been on the Superintendent's List for both military training and scholastic achievement.

ROSS HENRY, special assignments engineer, spent the first week of November in the hospital. Never one to neglect his work, Ross had Secretary CAROL DOLAN bring the files to his sick room. Now that is dedication.

DENNIS SHELINE, data processing, bagged a bull moose. JIM SAWYER and DARVIN BARNES, both data processing, were in the hunting party in the Madison range. After three days of walking all over the

WITH THE DIVISIONS

mountains, the trio found their target at 60 yards from a road.

—Bev Gibson, Helena

Bozeman

JIM SULLIVAN was promoted to district engineer in the Great Falls division recently. A small get-together was held at the Bozeman Elks Club for Jim and Ruth, at which time he was presented with a desk name plate for his new desk.

DORIS JOHNSON is our new gal in the Bozeman office. She is from Billings, where she worked for the highway department. Her husband, Joe, is attending MSU.

Service pins were awarded to LESLIE PARMLY for 25 years service, BOB CHAPMAN, 15 years, BILL NIMMONS, 20 years, and ELLIOTT BARKELL, 25 years.

A retirement party was held for BERT MOORE and AUSTIN BAILEY at the Beaumont Club in Belgrade on September 26th. During the festivities TOM RATCHFORD, maintenance engineer, presented Austin with his 40-year pin, saying that Austin had the most years service of any state highway employee. DICK MILLER, division maintenance supervisor, presented Bert with a miniature motor patrol and gift certificate, and Austin with a miniature Snogo and gift certificate. The replicas of our own state highway equipment were made by LES ENGGEN.

RED MCGUIRE, Barbara's husband, took home the high point trophy and favorite driver trophy for this season's racing of the Tri-County Stock Car Association at Belgrade. Stock car racing is a very exciting sport and yours truly is sure proud of him.

LESLIE E. PARMLY and GEORGE L. LEMON were promoted to sectionmen recently. Bus has moved into the sectionhouse at Duck Creek and George has moved into the sectionhouse at Upper Gallatin. PHIL WESTFALL moved into George's house with his new bride and will be George's helper.

Mr. and Mrs. TED HERMAN have a new baby girl weighing in at 7 lbs., 13 oz. Her name is Heather and she was born on October 21st.

JIM WEAVER recently transferred to preconstruction in Helena, and JOHN CRAIG transferred from maintenance to engineering here in Bozeman. JOE MAXWELL and RICHARD WALSTROM have been hired on maintenance and DAVE DEMPSEY, DOUG TOLAND have been hired on engineering.

BUS QUIGLEY is recuperating after surgery on November 3rd, and ALVIN PIERCE's son, Alvin, and daughter, Pamela, are recuperating after a serious automobile accident recently.

Former employee FRANCIS PHIPPS is scheduled for open heart surgery on November 30, in Spokane.

PERCY GATES' son, Mike, is listed in Who's Who Among American High School Students. This places him in the top 1% of all junior and senior class high school students, chosen from over 23,000 schools in the country.

—Barbara McGuire, Bozeman

Kalispell

The annual safari to stock up the larders with the winter's supply of meat is in full swing. A total tally of the nimrods' counting coup is incomplete but the greater portion of the male members of the Kalispell tribe are engaged in the pastime. Interesting to note that the local highway personnel are also helping out with the hunter safety program,

and have been since its inception. They are BOB FINLEY and WIL-LARD STOCKWELL, the latter having served as vice county chairman for several years.

Two neophytes have been stationed at the Summit headquarters, JOHN MAHER and TOM BALDWIN, and the Kalispell division has its own NIXON in the form of AL, who is now working with CAL NOBLE in the Libby section. Another new physiogomy on the local scene is GENE FLINT who transferred from project control in Helena to the Kalispell division office. In the prisoner exchange, JAMES DOWNS transferred to Billings November 2, and JAY RAMLO will be going to Helena on November 16.

BILL HEBERT, division maintenance supervisor, has returned from the Land of the Midnight Sun. After attending the WASHO meeting, Bill looked over some of the old haunts he knew while working on the Alean Highway prior to his hitch in the Navy during World War II.

Two recent surgical patients were GUS STROBBE and DAVE ARVIDSON.

BILL JOHNSON slipped the ring on the finger of MARY ARMSTRONG and they are setting about to prove that two can live as cheaply as one.

The JACK RIECH family has welcomed a baby boy to the family. Shortly after his arrival, Jack broke his ankle, getting out of walking the floor the hard way.



Roadable weight scale in use

A shot of the new portable weigh scale which was put into service recently by the GVW. The new \$40,000 unit will handle far larger loads than any of the department's approximately 31 permanent weigh stations, and do it more conveniently.

WITH THE DIVISIONS

Things about the division office are beginning to smell a bit fishy with the annual run of sockeye salmon starting. The boys are reporting good luck at snagging and the fish are still in prime shape for smoking. The Kalispell members of Keglers have issued a challenge to the Libby Maple Knockers, but the anchor man for the Libby team is now living in Lewistown, and there is no longer a team in Libby. There are several other games that might be a bit of a challenge, however.

—Bob Finley, Kalispell

Butte

Mr. and Mrs. DAN ZAHN are proud parents of a son, Adam Joseph, born in Butte on November 6. He weighed in at 7 lb. 12 oz. He joins a brother, Paul who is 2-years-old. Dan works in the engineering department in the Butte office.

December 12 is the date chosen for the highway Christmas party. It will be held at the Serbian hall in Butte. We hope all of our crews will come to join in the fun and festivities. And perhaps someone will go home as Santa Claus.

Proudly enough we would like to congratulate KEN WELDON for being chosen as the maintenance man-of-the-month. Ken is stockman in the Butte shop. He is active in all sports and is a volunteer fireman for Centerville. He enjoys a good laugh and always has a joke to tell.

And our congratulations go out to JIM BALLARD for being chosen as our construction man-of-the-month. Jim works in the Butte lab under the supervision of PETE CASSIDY. Known to his fellow workers as "Happy Jack," Jim is a very easy-going person. He enjoys hunting and fishing. He also spends some time with all sports. He is married and has one child.

—Judy Combo, Butte

Lewistown

Kip Gjerde, son of HAROLD GJERDE, a maintenance man, is a junior attending college in Bozeman, majoring in civil engineering. He is also a member of the State Univer-

sity football team as a linebacker.

PAULINE STEPHENS reports her trip to Europe to be well worthwhile. She tells about incidents in Holland, Germany, Italy, Switzerland and many others along the way.

Among our hunters we make this report: SWEDE HERBOLD got his five-point bull elk in Lost Fork. Three lucky hunters making a trip into the Ennis country were LEWIS HARRELL, CHARLES BUCK, and "CHIEV" SPRAGGINS, all getting their moose (meese?). DOUG DUR- OCHER got his elk the first day, too. Those not so lucky: FRANK STOLLE, who went to Canada for a moose; ARCHIE STANTON and DON HUBER made a trip into the Belts for elk, but no luck, while OSCAR SWAN and LEO MYERS traveled into the Belts for elk with no luck.

Some new parents and grandparents are: Mr. and Mrs. ARNOLD BLAIR of White Sulphur Springs are the proud parents of a baby boy born in October. VERNON and Nancy BORDEN spent two days on old stomping grounds in Kalispell completing necessary arrangements to bring home a baby girl, who joins a four-year-old sister, Chylon. Their new arrival was three-months-old and weighed 14½ pounds and goes by the name of Chanda. Mr. and Mrs. CARL PARK announce the arrival of their first grandchild. A son was born to Mr. and Mrs. Robert Moseman on Sept. 19th. Mrs. Moseman is the former Linda Park. Robert is stationed at the Navy base in Alameda, Calif. Grandma Park flew to California to be with Linda for several days. Carl Park is a resident engineer 2 in the Lewistown division. Another set of proud grandparents are Mr. and Mrs. RUBA EUELL who vacationed with their daughter and family in Portland, Ore. and became grandparents one more time. Ruba is maintenance supervisor in Jordan.

Plans for the annual Christmas party are in full swing with GRACIE RUGGLES and JUNE LIEBELT taking charge of all arrangements. The date is Dec. 19th and the place is the Eagles Hall. Anyone interested in joining us is most welcome.

Bowlers in the area are becoming more serious—anticipating the spring

tournaments, especially the state highway tournament and party, scheduled for May 1 and 2, 1971 at Lewistown. Entry forms and miscellaneous information will be sent out soon. The newly-installed automatic scorers at the Eagles Lanes are proving to be very interesting as well as advantageous over the manual score keepers.

Our retired people in this area still keeping in contact with the highway doings include MILO and Leona LAHN; they have been enjoying a trip to Jordan doing some survey work and while there caught salmon up to 2 and 3 pounds in the Fort Peek dam. CHARLES and Katie BENJAMIN are heading out for California for the winter. DICK STODDARD enjoys his retirement raising flowers and tropical fish. ROGER DUNCAN is in his seventh heaven guiding and cooking on the Upper Boulder for hunters from back east.

—Bea Knerr, Lewistown

Photographs brighten hallway

Former state highway engineers and commissioners, as well as current ones, are the subjects of a new photo gallery in the main halls of the Helena headquarters building. The attractive 8x10 photos are handsomely framed in brown and gold wood frames.

The state highway engineers are George R. Metlen, Paul D. Pratt, John N. Edy, Howard W. Holmes, Ralph D. Rader, D. A. McKinnon, Norman W. Hicks, Scott P. Hart, Clarence E. Stahl, P. G. Poore, Troy Carmichael, Fred Quinell, Jr., Paul M. Johnson, and Lewis M. Chittim. Photos of Mr. Pratt and Mr. Edy were unavailable.

Photos of the following commissioners were available: Otis Waters, S. N. Halvorson, Roy L. Sorrells, George M. Gosman, Ted James, Joseph M. Nass, R. F. Kitchingman, Alex Blewett, Dallas Van Delinder, Arnold M. Swanson, John J. Leary, William M. Kessner, G. R. Cooney, H. S. Hanson.

The new gallery is a pleasant history of the shapers of policy in the Montana State Highway Commission.

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